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THE WEATHER

Oregon—Occasional snow, colder in southwest portion, continued cold over the remainder of the state.

THE STORM LESSONS.

The "ill winds" of the past six days, with all their extraordinary accompaniments of snow and hail and rain and ice, have not blown in vain; they have brought, and left, their lessons, and the lessons have begotten convictions that are likely to prove valuable, since they have set men to thinking. We are a thoughtful lot, anyhow; we do not think nearly enough; we think we think, and let it go at that. Therefore, a cause and condition that lives us to an active, healthy, almost abnormal, course of real thinking, is an undisputed blessing.

With a foot of snow on the levels, and three or four feet of it in drifts everywhere, and still snowing, with ice clamping it all; with nine-tenths of the water pipes of the city frozen beyond all service; with business at a standstill and fast coming to a practical basis of simple necessities; with the river services abandoned and the threat of a general tie-up foreboding, afloat and ashore; with all our admitted unpreparedness for such a situation, thinking becomes the order of the hour!

We think of our businesses and how they may be better handled to meet such an emergency; of how we might have conserved this blunder and that, made in the light of far different anticipations; we think of our homes and women-folk and children; of how they are to meet the deprivations and exactions they are so unused to, and how they may be made safe and comfortable, and happier; we are forced to think of those who are not nearly so well fixed as we are to grapple with the untoward state of affairs, and wonder how they are getting along, and make some effort to ascertain, at the bidding of an aroused conscience; we think of our dumb friends, the birds, dogs, cats and horses, and give them an attention and service not always quite so earnest and spontaneous; we think of hundreds of things that might have been thought out long ago, with credit and success, and the very act and fact of thinking forces us to strike balances long allowed to accumulate on both sides of the mental ledger. It is a good thing, this storm, if only because it has awakened the livelier sense of the real impediments likely to befall us and the worse ones threatening our friends and neighbors and put us next to the realization of prudence and economy, and that, smooth as things are with us all in the Northwest, there are exigencies worth anticipating and which actuate better feelings and more practical preparation, as well as stimulating expediency and fore-thought along all lines for our own, and others' good.

FOR FORTY DAYS.

The Legislature of the State of

SHOES

I carry the best Loggers' Shoes in town at the lowest prices.

My stock of men's and boy's shoes is unsurpassed for quality. Close buying and low expenses enable me to sell the best qualities at lowest prices.

S. A. GIMRE

543 Bond Street

CHAMBER OF COMMERCE ADDS TO HISTORY

PRESIDENT SCHOLFIELD RECOUNTS DEEDS DONE AND MAKES GOOD SUGGESTIONS

HE ADVISES A DIRECTORATE

Behold the Future With Eyes of Philosophic Optimism and Thinks We Must All Stand Together or Hang Singly.

President Scholfield, of the Chamber of Commerce, presented his report of the past year at the annual meeting of that organization last night as follows:

I will try to set forth as accurately and definitely as possible a resume of the work done by this Chamber during the year 1908, not including that which has been done by the promotion committee. In instances the work of the Chamber proper and of this important committee, has overlapped and intertwined so that there scarcely seems a distinction or difference. This is, however, as it should be, especially with such entire harmony and absolute feeling of co-operation as has been uniformly manifested during my term of office.

At the meeting of January 20th the president appointed Messrs. G. Wingate, A. M. Smith and James W. Welch to draw up a plan for the creation of the Port of Astoria. At the special meeting of January 29th that plan was submitted and according to one of its provisions, the mayor was requested to appoint a committee of four from the City Council to act with the Chamber of Commerce committee. Judge F. J. Taylor was at this special meeting appointed as an additional member to the Chamber committee. Mayor Wise, being requested in accordance with this plan, appointed Messrs. Logan, Kaboth, Henderson and Leinenweber. It was first intended that the proposed Port of Astoria bill should also devise a method for the building of a seawall or bulkhead, but the joint committee was unable to agree upon the necessary details, and later the city council members of this committee prepared an independent bill providing for the construction of that long-contemplated public improvement. The chairman of the original joint committee went ahead and prepared the Port of Astoria bill.

At the city election held December 9th the Port of Astoria bill became a law, while the bill providing for the construction of the seawall was defeated, although a change of 49 votes would have carried it. Through the assistance of Senator Fulton on the 16th day of January we received a telegram from Washington saying that the revenue cutter McCullough had been directed to make her headquarters in Astoria. After a long delay the McCullough put in an appearance and stayed two or three days. The commanding officer afterwards reported to Washington, so we were informed, that the price of coal was so high here that it was impossible to make Astoria headquarters, and the vessel was accordingly allowed to leave. As the price of coal was something over which the Chamber of Commerce had no control there was nothing further that could be done by this body and the Columbia river is still without a revenue cutter.

During January and February the matter of establishing an independent steamship line from Astoria to San Francisco was taken up, especially for the purpose of enabling the lumber mills of Astoria to again resume operations on full time, that suggestion, in fact, coming from Astoria lumbermen themselves. During the latter part of January the secretary made a trip to San Francisco and took the matter up with vessel owners there, with the result that after continued work, the Richardson steamship line was established, being the vessels of the Loop Lumber Company. The F. S. Loop, the R. D. Inman and the Johan Poulsen now make regular trips from San Francisco to Astoria about every seven days. The tariff sheet for this company is on file in this office and is probably well known to all shippers, with the result that the merchants have been saved to a very considerable extent in transportation charges. In all of these plans for cheaper transportation to San Francisco was the main idea that the vessels who brought freight up could do so cheaper if they were enabled to take lumber back. This independent company deserves the fostering attention of all our merchants. In this connection it may be pointed out that the Hill railroad interests have announced that they would establish a steamship line from the Columbia river to Columbia River to San Francisco. Such an action may have a most favorable bearing upon the Astoria trade situation. When this special service was established the Secretary called on Mr. Clark, the president, and Mr. Adams, general freight and passenger agent of the Astoria division of the S. P. & S. Railroad and asked if a common point rate would not be made on wheat to Astoria for shipment coastwise. The only answer received was an indefinite postponement until after the bridge over the Columbia and the Willamette rivers was constructed. Upon the occasion of the visit to Astoria in November of James J. Hill, chairman of the executive board which controls this road, a memorial carefully prepared by Chairman Bowby of the Commerce and Navigation Committee and by the Secretary, was handed direct to Mr. Hill asking consideration, being in accordance with the personal letter he had written to the Secretary previous to his arriving here in which he promised to look into the matter. The announcement of this Hill steamship line may be taken as authoritative and official reply to the memorial in question so far as coastwise business in wheat is concerned.

On Wednesday the 8th of April a meeting was held in the Chamber between Chairman Bowby of the transportation committee, the President and the Secretary and C. B. Aitchison and Rate Clerk Miller of the State Railroad Commission for the purpose of amicably pushing, if possible, the cause of the common point wheat rate over the A. & C. Railroad to Astoria. Although Mr. Aitchison saw the officials of that road personally several times he was never able to get any satisfaction out of them. Later the opinion of the State Railroad Commission was given us that we should proceed legally to make a formal complaint before the Interstate Commerce Commission.

It is the opinion of at least one prominent attorney of this city that if we should find the money necessary to pay for a persistent legal campaign before the Interstate Commerce Commission we could secure the rate to this port on wheat so much desired and which would have been granted many years ago had the late Collis P. Huntington lived a few years longer.

In March the Department of Commerce and Labor authorized additional range lights at the mouth of the Columbia River and off Tillamook Head to aid vessels seeking to enter the Columbia River by night. The Chamber of Commerce sought these aids at the suggestion of our local shipping interests for many months. On Thursday, April 9th, Captain Babbidge made his initial trip in the Steamer R. Miller to Cathlamet, Skamokawa and other points in which a number of the members of the Chamber of Commerce participated, this being the initial trip of a new and important local service. The merchants agreed to patronize this line continuously and while it has not been a source of great profit to Captain Babbidge this organization can probably make it as valuable as possible under the circumstances by giving it all their business.

Upon the request of the Roads and Highways Committee, an automobile road from Skipanon to Clatsop Beach was completed by the County Court early in the summer and it is now possible by keeping this road clear of sand for automobiles to use Clatsop Beach for a racing or pleasure course. During the past year the good roads committee have done everything in their power to further the completion of the good road proposition from Portland, through St. Helens, Vesper and Jewell to this city. Our County Court is proceeding most satisfactorily with this county's portion but so far nothing has been done by the Portland Automobile Club or Columbia County. This is one of the enterprises that could be pushed through during the coming year with the proper and earnest co-operation of Columbia County and the Portland Automobile Club.

Dr. L. F. Hawley, organic chemist from the Forest Service of the Agricultural Department at Washington, arrived here in May at the request of this organization and after several weeks experimenting made a report upon the bi-products that may be found in the stumps and trees of this locality. His report has been published by this organization and sent to the various commercial bodies throughout the Northwest and to the newspapers and periodicals, being in fact, the first and only authoritative knowledge on this subject ever furnished by the federal government.

During the last session of congress and during the present session, with the aid of Senator Fulton, a united effort has been made with other commercial organizations in the Northwest to secure a dredge for the mouth of the river. Our agitation has been such that we believe it is likely we shall secure the dredge before the present session of Congress adjourns. A letter was also written to James J. Hill asking him to co-operate with us in securing the speedy and permanent improvement of the mouth of the mouth of the river that would furnish a 40 foot channel.

A memorial from this organization was sent to the Senate and to the House and Senator Fulton has written saying he believes the dredge will be forthcoming. In this memorial it

was shown through letters from our pilots that the dredge Chinook, while in service for the short term of six weeks upon a former occasion deepened the channel fully four feet; and that the pilots themselves improvised a harrow dredge and within a few weeks deepened a channel about eight feet. All of the congressmen and senators from the states of Oregon, Washington, Idaho and California and nearly all of the commercial organizations of those states are assisting in the work of securing the dredge, while the Oregonian has come out editorially in favor of the proposition.

In May the proposition of establishing a steamship line to Alaska was taken up and an endeavor made to co-operate with Alaskan and Portland parties to that end but it seemed impossible to accomplish this purpose without the raising of a large sum of cash money. This proposition had practically the same purpose and end as the one taken up in December 1907 with William H. Garland of Portland.

It is very certain from investigations made that there are products that could be brought from Alaska to Astoria, among which might be mentioned coal, and that passengers, flour and groceries could be taken from this Port to Alaska with profit. The subject deserves further consideration during the coming year.

At the meeting of May 25th, F. L. Evans who had been in correspondence for some time with the Promotion Committee first appeared before us to begin work in promoting the electric railway enterprise from here to Seaside and Tillamook. A local corporation has since been formed which has completed the survey and is now securing right-of-way. Mr. E. Z. Ferguson is president of this corporation which is entitled the Oregon Coast Railway Company.

At this May 25th meeting a measure for consideration at the next legislative assembly providing that counties may have a special tax for advertising and promotion work was first brought up for discussion and since that time this bill has been placed in the hands of every member of the legislature and a number of those who will be in the Salem law making body this winter expressed themselves favorably upon it. This bill was taken before the Pacific Coast Admen's Convention held in Portland in May and there given favorable consideration.

This Chamber ordered, prepared and submitted to the voters at the city election held December 9th, a bill providing for a special tax of approximately one and a half mills for the carrying on of the publicity and advertising work for the coming year, as the legislature could not in case it was so disposed, provide for a county tax for this purpose to be levied during the coming year. This measure however was defeated by a decisive majority.

On the 20th of May the United States battleship fleet visited the mouth of the river according to arrangements made by the Chamber of Commerce, and a special ship, the Rosnoke, was chartered to take the citizens out across the bar and altogether the occasion and event was a success. The Mayor declared a holiday and practically every man, woman and child in the city were enabled to see the battleship fleet without the expense of taking a long trip.

In July this organization took up the matter of securing a better telephone service and after failure to secure satisfaction from the Pacific Telephone & Telegraph Co., through Mr. G. E. Waggoner, secured a franchise from the City Council for an automatic telephone system, and after an attempt was made to raise sufficient local capital to finance the new system, the old telephone company began making some changes and improvements such that the new company was not financed. It was shown however, that the old company had about exhausted the patience of the people of Astoria.

During the month of July a concentrated effort on the part of the commercial exchanges of the Northwest was made to insure for Seattle the next annual convention of the National Lumber Manufacturers Association. These efforts were successful and the next convention of this association will be held in Seattle next June. We asked all of the local lumbermen and others to write to the secretary of the National Association calling attention to the fact that this part of Oregon is the largest soft wood producing section of the world and asking the members of the National Association to visit Astoria on their route to Seattle next spring. This is a matter that will be pushed and it may be that the National Association will visit Astoria in June if we will continue to work intelligently to that end.

Throughout the year interest has been taken in the Rivers and Harbors Congress and the Chamber has forwarded \$25.00 to that organization as usual, while Mr. Samuel Elmore made an additional donation of \$50.00 for that organization.

In August the Good Roads Convention was held in Portland and was largely attended by Astoria and Clatsop County citizens. The Secretary of this organization was made Secretary of the Convention and a state wide movement for good roads was organized with County Judge Scott

of Salem as state lecturer and since that time he has been lecturing throughout the state on behalf of the good roads movement which will soon be considered before the legislature at Salem.

In September the War Department was petitioned by this body to increase the accompaniment of soldiers at Ft. Stevens to five companies which is the number the fort is calculated to accommodate.

In October several meetings were held to discuss and if possible finance a Chautauqua program for this city, all other details having been completed. It was presumed that about \$3,000.00 would be necessary for the purpose but as there seemed to be a lack of necessary interest in the subject at the time nothing definite was done. The Chautauqua would be of great advantage to the county in many ways and would be a success even if it were taken hold of by parties who could make it a private business enterprise. However, it seems difficult at this time to find just such parties and to make it a public enterprise has not so far been a possibility.

In November a pennant to the new fish patrol boat "Astoria" was presented by this organization.

In November considerable interest was taken in an effort which this organization put forth to make headway in the clearing of lands by leasing them for a long period of years to any one who would put them in a state of cultivation. A letter has been written to Norway on this subject and an advertisement started calling attention to the fact that logged-off land will be leased giving all products raised for a term of ten years to the man who would clear it.

Altogether it will be seen that this organization has been a busy one during the past year. There has been a good quorum present at each of the 24 meetings held.

I would like to offer this suggestion however before closing this annual report. Take it and consider it and if it is good act upon it.

It seems to me that this Chamber should be reorganized with a board of directors of say nine members. I believe a great majority of our business men would prefer this mode. One annual meeting of the full membership would, it seems to me, be sufficient and satisfactory with the provision that a special meeting of the membership could be held at any time upon a petition to the president of say five members. Such a form of organization seems to be in consonance with that of nearly all similar organizations everywhere.

A live Chamber of Commerce is an institution that can accomplish great good in any community while the amount of good it may accomplish depends upon the support given it by the citizens. I am pleased to call attention to the fact that the membership of this organization is now larger than it ever has been before in the Chamber's history, there being 297 names on the rolls.

I wish to thank the members and officers for their uniform courtesy to me throughout my term and most heartily express my wishes for the organization's future success and welfare.

Respectfully Submitted,
W. T. SCHOLFIELD,
President.

January 11, 1909.

A Religious Author's Statement

For several years I was afflicted with kidney trouble and last winter I was suddenly stricken with a severe pain in my kidneys and was confined to bed eight days, unable to get up without assistance. My urine contained a thick white sediment and I passed same frequently day and night. I commenced taking Foley's Kidney Remedy, and the pain gradually abated and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, Owl Drug Store, T. F. Laurin, Prop.

Colonel Bryan says he has been defeated three times on principle. And this notwithstanding the fact that he has three times changed his principles.

A Horrible Hold-up

"About ten years ago my brother was 'held up' in his work, health and happiness by what was believed to be hopeless Consumption," writes W. R. Lipscomb, of Washington, N. C. "He took all kinds of remedies and treatment from several doctors, but found no help till he used Dr. King's New Discovery and was wholly cured by six bottles. He is a well man today." It's quick to relieve and the surest cure for weak or sore lungs, Hemorrhages, Coughs and Colds, Bronchitis, La Grippe, Asthma and all Bronchial affections. 50c and \$1.00. Trial bottle free. Guaranteed by Charles Rogers and Son.

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